

# Belldown Neighborhood Plan

Denny Regrade  
Urban Center Village

December, 1998





# Belltown

## Draft Neighborhood Plan

The Belltown Community is a multi-faceted jewel in the crown of Seattle. If you need a one word definition of "eclectic", that word is Belltown. Belltown is, all at once, a residential community, an arts center, a shopping destination, home of cuisine that spans the globe from Mexico to China in both directions, the business home of crafts unions, architectural firms, engineers, appliance repair shops, international industrial decorators, and on and on. It is a link between and among communities—Ballard, Queen Anne, University District, Seattle Center, South Lake Union, The Waterfront, Central Business District, Denny Triangle, Pike/Pine Capitol Hill, First Hill and Pioneer Square; yet it is also a destination in and of

itself. The identifying character of Belltown is its diversity. Residents and businesses are here for lifetimes, decades, years, and months. Even the transients are diverse, with some waiting for completion of their million dollar homes in suburbia, and others waiting for their next meal. The architecture is especially diverse, with examples remaining that precede the re-grade itself, and continue with plans well into tomorrow.

It is this diversity which the community wishes to celebrate, preserve, and enhance, along with expanded connections to our neighboring communities, so that they may enjoy our diverse attractions, and we theirs.

# Introduction

The Denny Regrade Urban Center Village Neighborhood Plan is the culmination of a neighborhood planning process initiated by the 1994 adoption of Seattle's Comprehensive Plan. The Comprehensive Plan designates the Denny Regrade neighborhood as an Urban Center Village.

## Seattle's Comprehensive Plan

The Comprehensive Plan, *Toward a Sustainable Seattle*, is a 20-year policy plan (1994-2014) designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The Comprehensive Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. The initial building blocks of the Comprehensive Plan are the "elements" required by the state's Growth Management Act: land use, transportation, housing, capital facilities and utilities. King County's Countywide Planning Policies require the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) inspired the inclusion of a neighborhood planning element and a human development element. The ideas in the plan were developed over five years through discussion and debate and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

## The Urban Village Strategy

The goal that unifies all the elements of the Comprehensive Plan is to preserve the best qualities of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth. A key component of the City's plan to achieve this goal is the urban center and urban village strategy.

The urban village strategy combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system, the targeted use of housing assistance funds and planning tools to provide desirable and affordable housing, investment in facilities and service delivery systems designed to serve higher density neighborhoods and neighborhood-based decisions built upon local citizens' expressed priorities.

Seattle will strive to develop and enhance these qualities of urban villages:

- A diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- A variety of housing types, ranging appropriately for each village scale to meet the needs and preferences of the diverse community;
- A strong relationship between residential and commercial areas;
- Community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of the village core;
- Partnerships with neighborhood and community-based organizations to improve people's access to services and activities and to create opportunities for interaction through such means as neighborhood planning and community policing;
- Transit, bicycle and pedestrian facilities with connections to neighboring villages, good circulation within the village and between the village and surrounding neighborhoods;
- Well-integrated public open space, providing recreational opportunities for village residents and workers;
- A unique identity reflecting local history, the village's natural features, its culture and other sources of community pride.

## Urban Center Village Designation

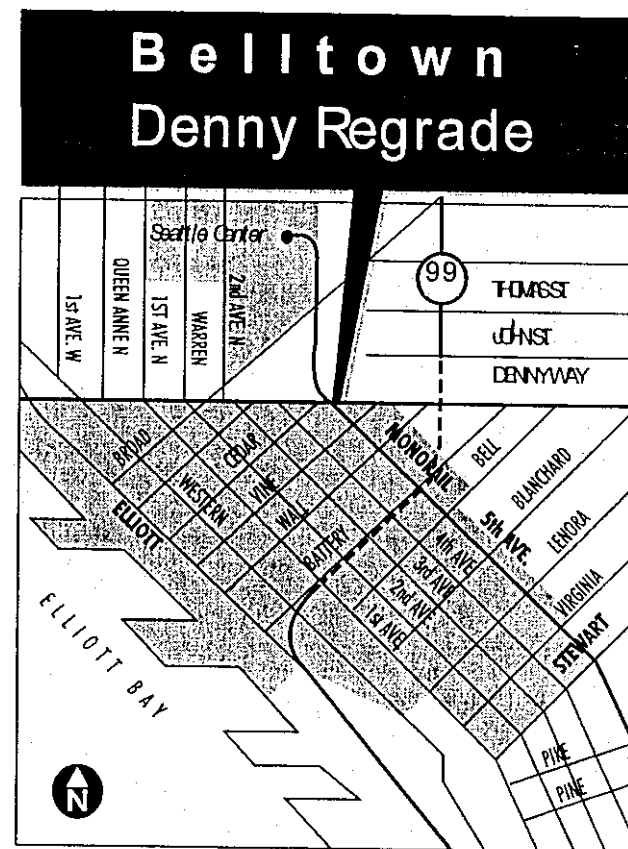
The Urban Centers are intended to be the densest areas in the city with the widest range of land uses. The Comprehensive Plan designates Downtown, First Hill/Capitol Hill, Seattle Center (Lower Queen Anne), University District, and Northgate as Urban Centers.

The Denny Regrade Urban Center Village is one of five villages in the Downtown Urban Center. The other villages are the International District, Pioneer Square, Downtown Core, and Denny Triangle. The boundaries of the Denny Regrade neighborhood are generally Denny Way on the north, Stewart Street on the south, 5<sup>th</sup>/6<sup>th</sup> Avenues on the east and the Waterfront on the west.

Of the five villages, Denny Regrade is the second largest in area at 216 acres. The Downtown Core Village is slightly larger. According to the Comprehensive Plan, the Urban Village contained 3,492 households in 1994 for a density housing density of about 16.2 households per acre. This density was substantially higher than any of the other Downtown Urban Villages, but just over half the density of Capitol Hill Village. However, the Comprehensive Plan estimates an additional 6,500 households will be constructed in Denny Regrade by the year 2014. This would increase the density to 46.3 households per acre, far and away the most densely populated neighborhood in Seattle.

There were an estimated 22,699 jobs within the urban village boundaries in 1994. The number of jobs is estimated to increase by 4,500 in 2014.

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## Past Planning Studies

The Denny Regrade has been the subject of numerous planning studies in the past. Some of these studies have focused directly on the Regrade. Others have included the Regrade, or portions of it, in studies of larger geographic areas. Many of these planning studies are consistent with the current goals of the Denny Regrade community, particularly in the areas of diversity, housing affordability, open space and pedestrian access and transportation. While this current planning effort acknowledges and draws from past studies and recognizes the importance of coordination and continuity, it also seeks to recognize changes in the neighborhood, both physical and demographic, that make it unique.

Following is a brief summary of the most directly related previous planning studies.

### Denny Regrade Development Plan, City of Seattle, 1974

The Denny Regrade Development Plan provided the primary impetus in creating a residential community in the neighborhood. The study recognized the Regrade as a highly underutilized area with vast development potential, particularly as a site for concentrated urban residential development due to its location between the downtown core and the Seattle Center.

At the time the study was done, zoning in the area was primarily General Commercial. This zoning discouraged residential development because commercial development for office use potentially brought higher returns on investment.

While the 1974 Development Plan was comprehensive in addressing open space, transportation and design guidelines, the key recommendation of the study was to develop a residential zone in the neighborhood generally bounded by Western Avenue on the west, Broad and Clay Streets on the north, 5<sup>th</sup> Avenue on the east, and Lenora Street on the west.

### The Downtown Plan, City of Seattle, 1985

The Downtown Plan covers all five neighborhoods in the Downtown Urban Center. The Plan is a policy document and contains "framework" policies as well as policies relating to land use, transportation, housing and human services, urban form, incentive systems, economic development, land use districts, and implementation.

A Framework Policy relating to "Areas of Varied Character" promotes the recognition and enhancement of the varied character of the five neighborhoods that make up Downtown. The policy states that actions shall be taken to preserve those characteristics determined desirable, counter trends that are determined to be undesirable and define the character of areas which are emerging.

Another Framework Policy of the Downtown Plan states that the Belltown area of the Denny Regrade and the International District Hilltop "shall serve as priority housing areas. Public resources and incentives for private development shall be concentrated in these target areas, density regulations and development standards shall encourage housing as the primary use, and non-residential uses shall be limited to those of a scale and use compatible with a residential neighborhood."

There are a number of Transportation policies in the Downtown Plan that effect the Denny Regrade neighborhood. Each of the policies include implementation guidelines. The pertinent policies and implementation guidelines include:

#### *Policy 5: Vehicular Access and Circulation*

*The efficiency of the regional highway system and major arterials within the downtown shall be maximized for vehicular access and circulation; through-traffic within downtown's residential and shopping areas shall be discouraged to facilitate peak-hour traffic which provides access to the regional highway network.*

### *Implementation Guideline 1: Downtown Access and Circulation*

*Alaskan Way. Develop a plan for and implement changes to de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70 as part of the Alaskan Way Harborfront Public Improvement Plan.*

*Sixth Avenue. Convert Sixth Avenue to a two-way street between Denny Way and Westlake Avenue to route traffic around the Denny Regrade residential neighborhood.*

### *Policy 6: Pedestrian Circulation*

*Travel by foot shall be enhanced as the principal method of movement within downtown. The street level environment shall be improved as the primary component of the pedestrian network. Wherever possible, the pedestrian network shall be accessible to the elderly and disabled.*

### *Implementation Guideline 1: Pedestrian Circulation Improvements*

*Waterfront Promenade. Develop a promenade along Alaskan Way between Pier 48 and Myrtle Edwards Park as part of the Alaskan Way Harborfront Public Improvement Plan*

*Greenstreets. Develop portions of existing underutilized streets in key downtown neighborhoods for added passive and active pedestrian space in accordance with the open space element of the Downtown Plan.*

*Denny Regrade Boulevard. Develop a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through the Denny Regrade as an extension of the Downtown Transit Corridor.*

*Second Avenue. Improve the pedestrian environment of Second Avenue in the Denny Regrade by narrowing the area devoted to traffic and increasing pedestrian sidewalk area, and consider such measures as making Second Avenue two-way, or devoting traffic lanes to angle parking and landscaping.*

*Waterfront Linkages. Improve pedestrian connections and access between downtown and the waterfront.*

In addition to these policies, the Transportation section of the Downtown Plan designates Cedar, Vine, Bell and Blanchard Streets as Green Streets; Third Avenue as a Principal Transit Street; and First, Third and Fifth Avenues as Class I Pedestrian Streets.

There are also several policies and implementation guidelines addressing parking that are relevant to the Denny Regrade Neighborhood Plan.

### *Policy 9: Parking*

*Actions shall be taken to ensure adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto.*

### *Implementation Guideline 5: Location of Principal Use Parking*

*Principal use parking shall be limited to only those areas designated on the Principal Use Parking map (Map 9a). Note: Map 9a designates most of the Denny Regrade as an area where both short-term and long-term parking garages may be permitted, provided that long-term garages are limited to garages for residential uses in residential districts.*

### *Implementation Guideline 6: Downtown Parking Fund*

*A downtown parking fund shall be established to facilitate the construction of parking facilities.*

*Parking facilities shall be developed in accordance with the following priorities and the Parking Development map (Map 9b). Note: Map 9b does not include the Denny Regrade, except the area along the waterfront between Alaskan Way and Elliott Avenue.*

*A. Short term parking to serve shopper and visitor needs in the retail core.*

- B. *Parking to serve residential needs where it is determined that such actions can significantly assist the production of affordable housing.*

The Urban Form section of the Downtown Plan contains numerous policies and implementation guidelines that apply to the Denny Regrade as part of the Downtown Urban Center. These policies relate to building height, building scale, street level views, street level uses and development standards, use of street space, signs, and open space. Policies relating to open space are particularly relevant to the Belltown Neighborhood Plan.

### **Policy 22: Open Space**

*Downtown open space shall be expanded as a comprehensive network to: 1) promote an orderly, visually pleasing and active environment for workers, residents and visitors; 2) reinforce desired land use patterns; 3) provide links among areas within and surrounding downtown; and 4) improve pedestrian circulation. Highest priority for the development of new public open space shall be projects to enhance residential neighborhoods, reinforce the retail core and improve access to and enjoyment of the downtown waterfront.*

*The open space system shall be expanded by: 1) development of new parks; 2) adaptation of existing underutilized street rights-of-way for open space and pedestrian circulation; 3) incorporation of open space in all major public projects; and 4) development of a system of incentives to gain private development of open space as part of downtown projects.*

### **Implementation Guideline 1: Major New Downtown Open Spaces**

*Major new public open spaces shall be developed in the retail core, the Harborfront and the International District to meet the objectives established for each area.*

*Harborfront Park. A major public open space or open spaces shall be developed in portions of the street and rail right-of-way along the Waterfront. This open space shall improve public access to and enjoyment of the shoreline, and should be integrated with both the promenade from Myrtle Edwards Park to Pier 48 and the proposed east/west pedestrian connections to the rest of downtown. Design and*

*implementation strategies for the park(s) shall be determined as part of the Harborfront Community Development Program.*

### **Implementation Guideline 3: Green Streets**

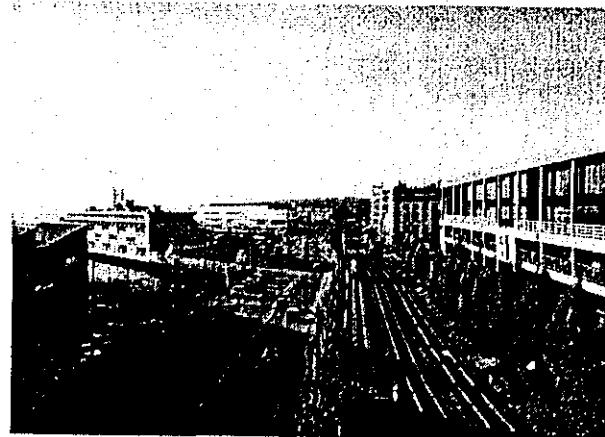
*In residential areas, Green Streets shall be developed to establish neighborhood character and provide landscaped recreation space that functions as front yards for residents. Neighborhood commercial activities shall be encouraged at appropriate locations along Green Streets to bring life to the space with outdoor cafes, stalls and displays.*

Note: There are several additional implementation guidelines contained in this section of the Downtown Plan which are consistent with the recommendations of the Belltown Neighborhood Plan.

### **Implementation Guideline 4: Open Space Public Benefit Features**

*Private development shall be encouraged to incorporate public spaces that will offset the additional demand for public open space from downtown employment, reinforce the downtown open space network and enhance the pedestrian environment... Features for which additional floor area shall be granted include:*

*Green Street Improvement. Private participation in the development of Green Streets in accordance with Guideline 3 and the adopted Green Streets development procedure.*



*To enhance access to the waterfront on the Regrade's Green Streets is a high priority of the community and is supportive of the Downtown Plan.*

The Implementation section of the Downtown plan includes policies and implementation guidelines that were directed specifically to the Denny Regrade neighborhood.

#### *Policy 40: Belltown*

*The City shall undertake a comprehensive community development program in the Belltown area of the Denny Regrade to create a mixed income residential neighborhood with complementary small retail and commercial uses. Greatest priority shall be placed on the development of new affordable housing, the preservation of low income housing, the retention and restoration of historic structures, and improvements to street level environment needed to create a sense of neighborhood.*

Note: The Downtown Plan described Belltown as an area generally defined by Lenora Street, the alley between First and Western Avenues, Cedar Street and Third Avenue.

#### *Implementation Guideline 4: Historic Preservation*

*A Belltown Historic Character Area shall be established. Commercial uses shall be permitted outright in non-residential landmark structures, in accordance with Policy 14: Historic Preservation, to provide an incentive for the rehabilitation of structures in which housing may not be a feasible economic use.*

#### *Implementation Guideline 5: Neighborhood Commercial Services*

*The development of street level neighborhood commercial uses shall be encouraged by targeting loans to small businesses needed to support an in-city residential neighborhood.*

#### *Implementation Guideline 9: Parking Structures for Residential Use*

*The City shall consider building one or more parking structures in the Belltown area primarily intended for use as parking for nearby residential buildings. This would facilitate low cost housing by eliminating the need to provide on-site parking.*

Note: The remaining implementation guidelines in this section of the Downtown Plan are consistent with the recommendations of the Neighborhood Plan.

#### *Policy 41: Harborfront*

*The City shall undertake a comprehensive planning and community development program in the Alaskan Way Harborfront to achieve the Downtown Plan's vision for the area as an active marine environment providing public access and recreation opportunities in harmony with maritime commercial use of the shoreline.*

#### *Implementation Guideline 2: Traffic Circulation*

*Alaskan Way shall be reduced to a two or three lane facility. South of Pike Street, consideration shall be given to relocation of portions of the street to the east of its current location. Through-traffic shall be diverted to the Alaskan Way Viaduct. The right-of-way provide by these changes shall be considered for pedestrian space, parking, and open space use. Adequate local access shall be maintained, including truck access sufficient to service water dependent uses permitted on the piers.*

#### *Implementation Guideline 5: Pedestrian Circulation*

*Pedestrian routes shall be developed between the downtown and the waterfront. Eagle, Vine and Lenora Streets shall be developed to connect with the Denny Regrade. Pike Street is already developed... ..*

#### *Implementation Guideline 6: Bicycle Circulation*

*A bike path shall be developed, integrated with the pedestrian promenade, from Myrtle Edwards Park on the north to Pioneer Square on the south.*



## Harborfront Public Improvement Plan, City of Seattle, 1987

The Harborfront Public Improvement Plan was a five-year strategy to revitalize one of Seattle's greatest natural assets – the downtown Elliott Bay waterfront. The waterfront area addressed by the plan extended from Pioneer Square on the south to Myrtle Edwards Park on the north. The Harborfront Plan sought to combine the goals and policies of the Downtown Plan and the Shoreline Master Program by promoting public access to the shoreline and preserving the shoreline for water dependent uses.

The waterfront is an important asset to the Denny Regrade neighborhood and several of the recommendations of the Harborfront Plan address the neighborhood's concerns. The Design Concept of the Harborfront Plan proposed that "The downtown waterfront from Pioneer Square to Myrtle Edwards Park will be revitalized as a linear 'walking park' with a series of different activity zones and open spaces along its length. Parks at key street ends will reflect their ties to upland neighborhoods – Pioneer Square, the Market, the Denny Regrade – and will connect to the central business district through street parks and pedestrian connections which are part of redevelopment projects east of Alaskan Way".

"Public open spaces will improve the range and quality of views to Elliott Bay and the direct access to the water. The Harborfront open space will accommodate diverse groups – Seattle residents, tourists, downtown workers, families with children, elderly and handicapped people – and a range of leisure activity – strolling, jogging, bicycling, shopping, boating and simply sitting and appreciating the water, mountains and the activity of a major shipping harbor."

### Elements of the Harborfront Plan

There are several elements of the Harborfront Plan that relate directly to the Belltown Neighborhood Plan.

#### Enhance Public Access

*Capitalize on the wisdom of the State's early leaders in assuring that streets were platted to the harbor to maintain public access to the shoreline. Develop a series of harborfront street-end parks of varied character which link to major pedestrian*

*corridors to downtown and relate to adjacent upland neighborhoods.*

*The following areas of emphasis are recommended: ...*

- ♦ *Develop a small park at Vine Street which takes advantage of the broad vista to Elliott Bay and the diverse character of the Denny Regrade – connection to the Denny Regrade.*
- ♦ *Mark and enhance the entrance to Myrtle Edwards Park at Broad Street -- connection to Myrtle Edwards and Elliott Bay Parks.*

#### Unite the Harborfront with Downtown Through Public and Private Improvements

- ♦ *Develop a street park along Vine Street from the Denny Regrade to the Harborfront, as proposed in the Downtown Plan.*
- ♦ *Enhance Broad Street with landscaping, banners and lighting to emphasize the connection from the Harborfront to the Seattle Center.*
- ♦ *Enhance the link from Broad Street to Myrtle Edwards Park with signs, landscaping and other amenities.*

#### Discourage Use of the Harborfront As a Corridor for Through Traffic: Maintain Local Vehicular Access

- ♦ *Reduce Alaskan Way to two traffic lanes to discourage through traffic with no destination on Alaskan Way. Provide capacity as needed for access to local businesses, e.g. curbside loading and parking. Provide bicycle facilities through striped lanes or wide general traffic lanes.*

## Creating a Neighborhood Plan

Denny Regrade is, proudly, an eclectic and diverse neighborhood. This is a positive characteristic that the majority of the neighborhood wants to maintain and foster. And it was a diverse group who came together as volunteers to perform the arduous task of preparing a neighborhood plan. Some long-time neighborhood activists were joined by others who, while newer to the neighborhood, were equally committed to participating in planning for the future of their community.

The neighborhood planning process was done in two phases. Phase I was devoted to organizing and outreach, issue identification, and development of visions for the future of the neighborhood.

Phase II was the process of developing goals and policies and describing actions required by both the City and the community to realize the visions described in Phase I.

Although participation in the Phase I planning process ebbed and flowed, a group of Regrade citizens were consistent in their commitment to see their neighborhood plan be representative of their community, and not be just a de-facto element of the larger Downtown Urban Center Plan.

This document represents the shared vision of the Denny Regrade Planning Committee as shaped through public outreach.

### *Denny Regrade or Belltown?*

*The neighborhood, or parts of it, are variously called the Denny Regrade or Belltown. During the neighborhood planning process, most participants expressed a preference for "Belltown". Therefore, in this plan, the terms Denny Regrade and Belltown are used interchangeably.*

## Vision Statement...

The Denny Regrade Planning Committee has identified five core values as the criteria we, the Denny Regrade, will use to evaluate our neighborhood planning choices. They are consistent with, but not necessarily the same as the city's core values for all neighborhood development. The Denny Regrade is an Urban Community concerned with quality of life and built on:

- Social Equity
- Economic Viability
- Environmental Stewardship
- Security
- Respect for it's Cultural and Historical Traditions.

## Guiding Principles...

These statements are values arrived at in Phase I of the Planning Process

Participants in Phase I of the Denny Regrade Planning Process acknowledged their consensus that public outreach, from the beginning, was weak in Phase I. To achieve genuine public input and validation for Phase II, we agreed by public motion to initiate a thorough outreach program.

- The planning process must remain flexible and inclusive.
- Phase II planning will be done with a consistent awareness of how that planning works or conflicts with DUCPG, the 1985 Downtown Land Use and Transportation Plan and the 1994 Seattle Comprehensive Plan. This Committee reserves the right to follow or differ from various aspects of these other planning efforts as it deems best for the community it serves.

## Phase I Visions

### Housing

#### Vision...

*Increase the neighborhood's housing stock with a wide range of affordability. Achieve this in a way that integrates and stabilizes the current population, respects neighborhood character and serves as a catalyst for the rest of planning objectives. This will result in a thriving, integrated community that takes a stewardship role in the neighborhood.*

### Artist Housing

#### Vision...

*Acknowledge the contributions to the character and history for Belltown by artists. Create a plan to preserve artist housing and create more in the future.*

### Commercial Land Uses

#### Vision...

*Work to achieve a desirable balance between future residential and business development. Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity. Promote human scaled architecture, particularly ground level retail uses. Develop public/private investment strategies to attract and support the type of development desired to meet growth targets. Increase neighborhood businesses and encourage businesses to provide jobs for residents and to attract visitors for a healthy business climate.*

### Transportation and Access

#### Vision...

*To provide a circulation system enabling people to live, work, shop, and play in the Denny Regrade and all of Downtown Seattle without a car.*

*To accommodate vehicular access, egress, and parking supporting residences, businesses institutions and destinations within the Regrade*

*To manage routing and growth of vehicular traffic that uses the Regrade as a through-corridor and to mitigate neighborhood impacts.*

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### Pedestrian Environment

#### Vision...

*The Denny Regrade seeks to entrust public spaces to all our stakeholders and ensure its care. Our public spaces (50% of the gross land in the Denny Regrade) need to be transitional edges that melt together, creating intimate associations between public and private space. We choose to view our streets as our front porches; the alleys as our back doors, and the parks (both public and private) as our yards and gardens. Through education and community ownership we want to enhance the physical make-up, providing creative quality, people and children friendly, community spaces and activities for all.*

### Public Safety and Neighborly Regulations

#### Vision...

*Create a neighborhood that is safe to live, work and play.*

### Community Enrichment and Social Service Relations

#### Vision...

*Develop a plan based on creative collective ideas to enrich the community resources available to residents. This will include as major projects creating an elementary school in the central community as well as a Community Center. Belltown is home to many social service providers. We shall aim to make the efforts or this subcommittee facilitate increased inter-communication between these service providers and the community at large.*

### Outreach

*Achieve broad public participation in this planning process.*

## Goals for Neighborhood Planning

- Reach a consensus on specific, attainable strategies that strengthen the quality of life for all the stakeholders.
- Ensure that our efforts reflect the preferences of all the neighborhood's stakeholders.
- Involve residents, property and business owners, employers and employees in developing the strategies for implementing the goals and projects of the Denny Regrade.
- Work in partnership with other DUCPG members to ensure that the interests and needs of each neighborhood are fulfilled as wholly as possible.
- Use this planning process to improve existing relationships and establish new ones between the residents, this representative body, other neighborhood departments of the City government public and nonprofit agencies and private business interests
- Improve communication and collaboration of all kinds within the community
- Foster an environment of community stewardship for all stakeholders.

## Committees

During Phase I, participants in the planning effort organized into sub-committees that reflect the identified needs of the neighborhood in terms of issues and stakeholders to be represented. These committees are Housing and Land Use, which includes Commercial Land Uses and Artist Housing; Transportation; Pedestrian Environment; Public Safety and Neighborly Regulations; and Community Enrichment and Social Services. Because they share many common concerns (and members) the Transportation and Pedestrian Environment committees were later combined, although the goals and recommendations of each are presented separately in this plan.

Representation was solicited from the numerous agencies and organizations that reside in the neighborhood including the Crime Prevention Council, Denny Regrade Business Association, Regrade BIA, Denny Regrade Community Council, and the social service agencies.

Each of these Committees developed Vision Statements and identified steps to be taken to accomplish that Vision during Phase II. These Vision statements follow.

## Phase II

### Goals and Policies

#### Core Values

- Social Equity
- Economic Viability
- Environmental Stewardship
- Security
- Respect for the Denny Regrade's Cultural and Historic Traditions

The following Goals and Policies are recommended for adoption into the City of Seattle Comprehensive Plan.

### Housing

provides a varied housing stock and a wide range of affordability.

**Goal:** A neighborhood with the tools to preserve its housing stock and prevent displacement of low and low-moderate income residents.

- **Policy:** Provide a resource to assist nonprofit developers to develop new affordable housing in the neighborhood.

- **Policy:** Potentially preserve scale and character of the neighborhood by foreclosing the opportunity for land assembly around mid-block sites and the demolition of existing buildings.
- **Policy:** Develop methods to integrate and stabilize the current population, respect neighborhood character and serve as a catalyst for the rest of the planning objectives.
- **Policy:** Support the neighborhood's identified goals for housing affordability
- **Policy:** Support projects that will increase artist housing.
- **Policy:** Encourage methods to improve the effectiveness of the land use code requirement that at least 10% of units in newly constructed buildings of more than 20 units be provided and maintained as affordable housing to households up to 150%.
- **Policy:** Increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- **Policy:** Preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized housing.

- **Policy:** Use a variety of tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (i.e. Transfer of Development Rights (TDR) and Bonus Programs).
- **Policy:** Develop tools for owners of existing affordable rental housing to make property improvements without having to raise rents.
- **Policy:** Strive to maintain the affordability of existing federally subsidized housing.
- **Policy:** Create a forum for the ongoing monitoring of the housing issue as the market changes over time.
- **Policy:** Develop programs to assist non-profit agencies to identify local property owners who might be willing to enter into a first-right-of-refusal agreement for sale of their property.
- **Policy:** Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

## Land Use

**Goal:** A neighborhood with a vibrant streetscape.

**Goal:** A neighborhood with a mixed use character with an emphasis on residential and small business uses.

- **Policy:** Provide space opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant "transitional" buildings.
- **Policy:** Promote pedestrian activity through such methods as eliminating "dead spots" of street level activity.
- **Policy:** Promote human scaled architecture, particularly ground level retail uses.
- **Policy:** Preserve and enhance the intended residential character of Belltown by limiting the amount of non-site related commercial advertising in the neighborhood.
- **Policy:** Develop public/private investment strategies to attract and support the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.
- **Policy:** Promote opportunities for small businesses to find affordable sites within Belltown.

Goal: A Belltown with neighborhood design guidelines and design review.

- Policy: Increase neighborhood involvement in design review and development review.
- Policy: Maintain designated view corridors.

## Transportation

### *Overall*

Goal: A circulation system that enables people to live, work, shop, and play in Belltown, and all of Downtown, without a car.

- Policy: Accommodate vehicular access, egress and parking supporting residences, businesses, institutions and destinations within Belltown.
- Policy: Manage routing and growth of vehicular traffic that uses Belltown as a through-corridor and mitigate neighborhood impacts.

### *Pedestrian Environment*

Goal: A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at grade access.

Goal: A neighborhood with a sense of ownership and seamless transition between public and private space.

- Policy: Encourage citizens to view streets as front porches; alleys as back doors, and parks (both public and private) as yards and gardens.
- Policy: Enhance the inclusion of the waterfront in the Belltown community.
- Policy: Provide safe pedestrian crossings
- Policy: Enhance pedestrian and bicycle access to the waterfront and Myrtle Edwards Park through such means as encouraging development in this area to provide associated street improvements and amenities that enhance this connection.

### *Transit*

Goal: A neighborhood served by an efficient and easy to use transit system.

- Policy: Explore methods to consolidate transit service into major corridors within the neighborhoods.
- Policy: Develop well designed and managed multi-modal hubs in the neighborhood.
- Policy: Improve transit access to other neighborhoods, especially to Capitol Hill and the University District.

### *Parking*

**Goal:** A neighborhood with sufficient parking to meet the needs of Belltown residents and businesses, where the provision of adequate parking does not encourage people to choose car trips over other modes.

- **Policy:** Strive to maintain adequate levels of parking, and provide additional parking in the neighborhood for residents and businesses while enhancing street level activities and aesthetics.
- **Policy:** Maintain the availability of parking in the neighborhood for Regrade businesses and residents

### *Alleys*

**Goal:** A neighborhood with alleys which are viable pedestrian and bicycle routes and business access points, while maintaining their function for service access.

- **Policy:** Promote well used, safe and clean alleys.
- **Policy:** Promote the use and sense of ownership of alleys through such means as naming alleys and allowing numbering of business and residents whose entries face alleys.

### *Green Streets*

**Goal:** A neighborhood with well designed and constructed green street improvements on designated green streets.

- **Policy:** Develop a process within City government wherein the procedures and responsibilities for design, development and maintenance of green streets is clear and concise.

**Goal:** A neighborhood with well designed streetscapes that enhance the character and function of Belltown's streets and avenues.

- **Policy:** Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.



## Community Enrichment and Social Services

**Goal:** A thriving, integrated community that takes a stewardship role in the community.

- **Policy:** Encourage increased communication between social service providers and the community at large.

**Goal:** A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

## Public Safety and Neighborly Regulations

**Goal:** A neighborhood where it is safe to live, work and play.

- **Policy:** Promote awareness of Crime Prevention Through Environmental Design (CPTED).
- **Policy:** Encourage the development of amenities and facilities which support youth and families.
- **Policy:** Promote safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity.